

IN THE CLAIMS

The following is a complete listing of the claims in this application, reflects all changes currently being made to the claims, and replaces all earlier versions and all earlier listings of the claims:

1. (Currently Amended) A method of determining at least one characteristic of a tire selected from: the three components of a resultant of forces which are exerted by the road on the contact area of a tire; [[;]] the self-alignment torque generated by the tire, the camber, and the pressure; [[,]] the method comprising the steps of obtaining at least two measurements of circumferential extension or contraction between at least a pair of fixed points positioned at a same radius and being separated in azimuth in at least one sidewall of the tire, the at least two measurements being made at two predetermined azimuth positions of the tire that are separated in azimuth from the center of the contact area, ~~fixed points in space, which points are situated at different azimuths, but at a same radius along the circumference,~~ and calculating the [[said]] characteristic from the [[said]] at least two measurements.

2. (Currently Amended) A method of determining at least one characteristic of a tire selected from: the three components of a resultant of forces which are exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure; [[,]] the method comprising the steps of obtaining at least two measurements of circumferential extension or contraction between at least a pair of fixed points positioned at a same radius and being separated in azimuth in ~~at least one~~

~~sidewall~~ each of the sidewalls of the tire, the at least two measurements being made at two predetermined azimuth positions of the tire that are separated in azimuth from the center of the contact area, fixed points in space, which points are situated at different azimuths along the circumference, and calculating the [[said]] characteristic from the [[said]] at least two measurements,

wherein the circumferential contraction or extension of both of the sidewalls is estimated by measuring the distance between the cords of the carcass ply in the sidewalls.

3. (Currently Amended) A method of determining at least one characteristic of a tire selected from: the three components of a resultant of forces which are exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure; [[,]] the method comprising the steps of obtaining at least two measurements of circumferential extension or contraction between at least a pair of fixed points positioned at a same radius and being separated in azimuth in at least one sidewall each of the sidewalls of the tire, the at least two measurements being made at two predetermined azimuth positions of the tire that are separated in azimuth from the center of the contact area, fixed points in space, which points are situated at different azimuths along the circumference, and calculating the [[said]] characteristic from the [[said]] at least two measurements,

wherein the circumferential contraction or extension of both of the sidewalls is estimated by measuring the distance between wires forming a sensor which measures a variation in capacitance linked with the distance separating two electrodes.

4. (Previously Presented) The method according to Claim 1, wherein the measurement azimuths are selected to be symmetrical with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry, of the contact area, V_1^1 and V_2^1 being the values measured at these azimuths on the first sidewall and V_1^2 and V_2^2 being the values measured at these azimuths on the second sidewall, an estimate of the component F_z is provided by $f_z(a_1 V_1^1 + a_2 V_2^1 + b_1 V_1^2 + b_2 V_2^2)$, where a_1 , a_2 , b_1 and b_2 are positive real coefficients and f_z is a monotonic continuous function.

5. (Previously Presented) The method according to Claim 1, wherein the measurement azimuths are selected to be symmetrical with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry of the contact area, V_1^1 and V_2^1 being the values measured at these azimuths on the first sidewall and V_1^2 and V_2^2 being the values measured at these azimuths on the second sidewall, an estimate of the component F_x is provided by $f_x(c_1 V_1^1 - c_2 V_2^1 + d_1 V_1^2 - d_2 V_2^2)$, where c_1 , c_2 , d_1 and d_2 are positive real coefficients and f_x is a monotonic continuous function.

6. (Previously Presented) The method according to Claim 1, wherein the measurement azimuths are selected to be symmetrical with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry of the contact area, V_1^1 and V_2^1 being the values measured at these

azimuths on the first sidewall and V_1^2 and V_2^2 being the values measured at these azimuths on the second sidewall, an estimate of the component F_y of the applied force is provided by $f_y(e_1 V_1^1 + e_2 V_2^1 - f_1 V_1^2 - f_2 V_2^2)$, where e_1 , e_2 , f_1 and f_2 are positive real coefficients and f_y is a monotonic continuous function.

7. (Previously Presented) The method according to Claim 1, wherein the measurement azimuths are selected to be symmetrical with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry of the contact area, V_1^1 and V_2^1 being the values measured at these azimuths on the first sidewall and V_1^2 and V_2^2 being the values measured at these azimuths on the second sidewall, an estimate of the self-alignment torque N is provided by $f_n(g_1 V_1^1 - g_2 V_2^1 - h_1 V_1^2 + h_2 V_2^2)$, where g_1 , g_2 , h_1 and h_2 are positive real coefficients and f_n is a monotonic continuous function.

8. (Original) The method according to Claim 1, wherein, the camber angle is estimated from a detected difference in load supported by each of the sidewalls on the basis of measurements of circumferential extension or contraction.

9. (Original) The method according to Claim 1, wherein tire pressure is estimated by obtaining measurements of circumferential extension or contraction and determining a contribution due to the pneumatic behavior separate from a contribution due to the structural behavior.

10. (Original) The method according to Claim 1, wherein at least three measurements of circumferential extension or contraction in a single sidewall of the tire are used.

11. (Previously Presented) The method according to Claim 1, wherein the measurement azimuths are selected to be symmetrical with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry of the contact area, and V_1 and V_2 being the values measured at these other azimuths, an estimate of F_x is provided by $f_x(r_2 V_2 - r_1 V_1)$, where r_1 and r_2 are positive real coefficients and f_x is a monotonic continuous function.

12. (Currently Amended) The method according to Claim 1, wherein at least three fixed points in space are used, measurements of circumferential extension or contraction are preformed for at least three predetermined azimuth positions of the tire, which azimuth positions ~~points~~ are defined such that:

a first azimuth position ~~point~~ corresponds to one of: the azimuth of the center of the contact area; and $[[,]]$ the azimuth of a [[the]] point opposite to the contact area;

a second azimuth position ~~point~~ and third azimuth position ~~point~~ are symmetrically located with respect to a vertical plane passing through the center of the contact area.

13. (Currently Amended) The method according to Claim 12, wherein ~~[[one]]~~ the first azimuth position corresponds to the middle of the contact area (azimuth 180°) and V_c is a value measured at ~~[[this]]~~ the first position azimuth, the ~~other measurement azimuths~~ second and third azimuth positions are selected to be symmetrical with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry of the contact area, and V_1 and V_2 are being the values measured at these other azimuths the second and third azimuth positions, respectively, and an estimate of F_z is provided by $f_z(s_c V_c - (s_1 V_1 + s_2 V_2))$, where s_1 , s_2 and s_c are positive real coefficients and f_z is a monotonic continuous function.

14. (Currently Amended) The method ~~[[Method]]~~ according to Claim 12, in which, ~~one of the azimuths corresponding~~ the first azimuth position corresponds to the middle of the contact area (azimuth 180°) and V_c being the value measured at ~~this~~ the first azimuth position, the second and third azimuth positions ~~other measurement azimuths~~ being selected symmetrically with respect to the azimuth of the center of the contact area ($180^\circ + \alpha$ and $180^\circ - \alpha$), with α not equal to α_0 , where α_0 is the azimuth at the entry of the contact area, and V_1 and V_2 being the values measured at the second and third azimuth positions, respectively, these other azimuths, an estimate of F_y is provided by $f_y(u_c V_c + u_1 V_1 + u_2 V_2)$, where u_1 , u_2 and u_c are positive real coefficients and f_y is a monotonic continuous function.

15. (Currently Amended) A method of determining at least one selected characteristic of a tire selected from: the three components of a resultant of forces which

are exerted by the road on the contact area of a tire, the self-alignment torque generated by the tire, the camber, and the pressure, comprising the following steps:

determining measurement azimuths and collecting values of circumferential extension of at least one sidewall during varied stresses on the tire which stresses are selected to span a full range in which evaluation of the at least one selected characteristic will be permitted in normal use, the selected stresses giving rise to all the couplings liable to be encountered during normal use,

obtaining values of circumferential extension with a first measurement means and values of the at least one selected characteristic associated with circumferential extension with a second measurement means in order to form a training base,

determining coefficients of a transfer function to establish a link between the values of circumferential extension and the values of the at least one selected characteristic using the training base, and,

testing the transfer functions by comparing estimates of the at least one selected characteristic obtained by the transfer function with the values obtained by a direct measurement means.

16. (Original) The method of determination according to Claim 15, wherein the transfer function is a network having one layer of hidden neurons and one layer of output neurons.